

Amendments to the Specification:

Please replace the paragraph beginning on page 4, line 7 with the following paragraph:

A clamping cam 123 and a catching element 125 are pivotably borne on the adjuster bolt 110 between the front leg 105 and the cover sheet 112. In the use position of the vehicle seat 103, the clamping cam 123 being spring loaded against the pawl 115 secures the pawl 115 in the described locking position. The catching element 125 is pretensioned towards the pawl 115 by way of an active pull spring 126. The catching element 125 that is normally arranged at a slight distance from the pawl 115. The catching element 125 supports the pawl 115 in the event of a crash so as to keep [[it]] the pawl from opening. A Bowden cable 127 is attached to a carry-along bolt 129 of the catching element 125 as an activation element. The carry-along bolt 129 also serves to attach the pull spring 126. When unlocking, once a certain pivoting angle of the catching element 125 is exceeded, the catching element 125 carries the clamping cam 123 along by way of a finger or a protruding area of the latter, thus releasing the pawl 115.

Please replace the paragraph beginning on page 6, line 9 with the following paragraph:

Below the pawl bearing bolt 213 and parallel to it, a bearing bolt, hereinafter called cam bearing bolt 221, protrudes from the frame bearing sheet 205. A clamping cam 223 and a catching element 225 are pivotably borne on the cam bearing bolt 221. In the use position, the clamping cam 223 which, being spring-loaded, bears against the pawl 215, secures the pawl 215 in the described locking position. The catching element 225 is pre-tensioned towards the pawl 215 by way of an active pull spring 226. The catching element 225 is normally arranged at a slight distance from the pawl 215, supporting it. The catching element 225 supports the pawl 215 in the event of a crash so as to keep [[it]] the pawl from opening.